

# **MOTOR RACING**

and  
**ECONOMY CAR NEWS**

7th Year—No. 9 —Los Angeles, Calif.

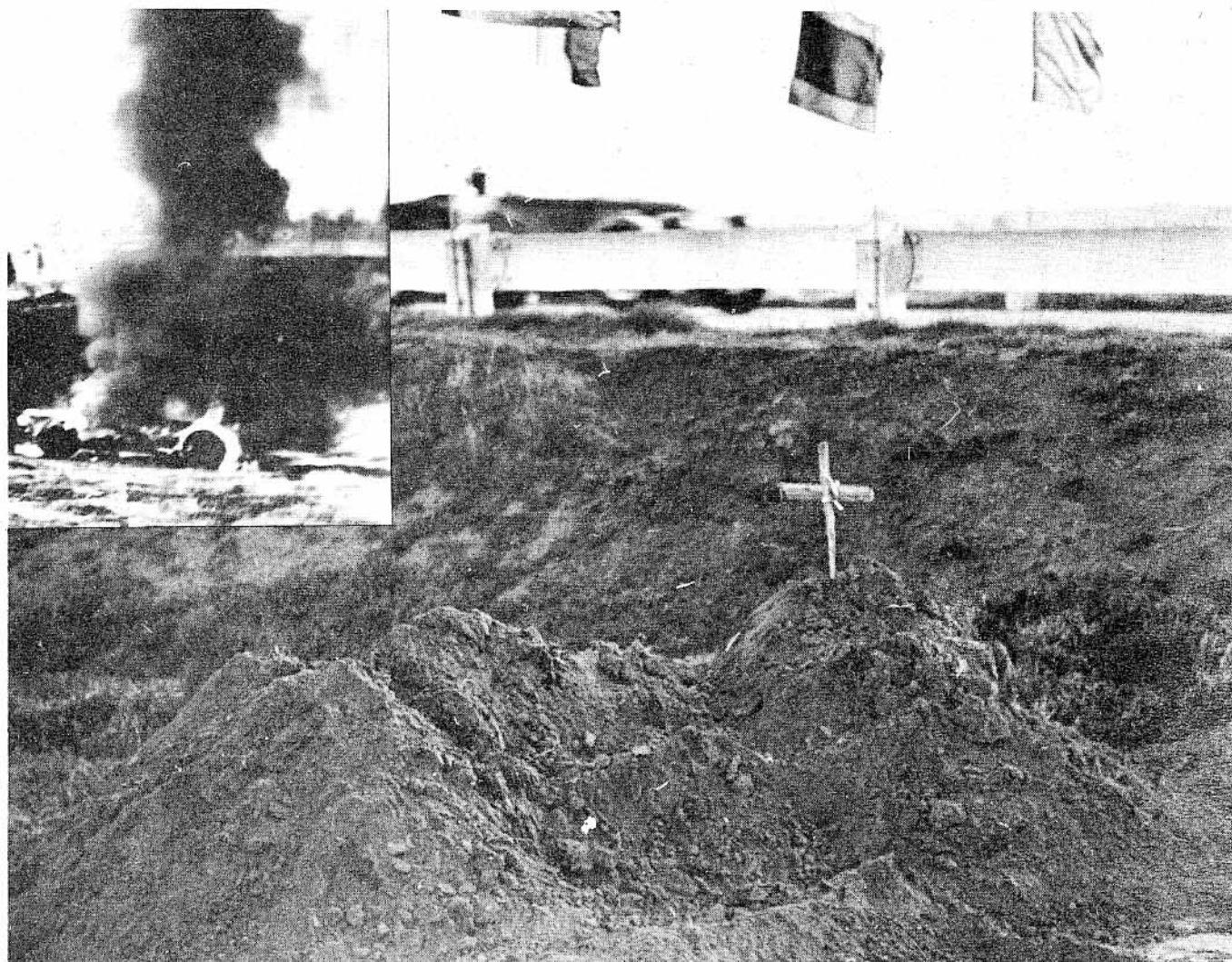
March 2-9, 1962

(Published bi-weekly except last issue of calendar year)

25¢

## **BAN BY CAL CLUB WRECKS POMONA**

---Story on Page 1



**REST IN PEACE**---Buried beneath this mound of earth is the Sorrell Corvette Spl., destroyed by fire March 3 at Riverside races (inset). The machine slashed the guard rail, burst into flames and boomed over. Driver Bob Johnson was uninjured. It was impossible to ex-

tinguish the magnesium wheels, so firefighters resorted to dirt until it completely covered the car. A bypasser fashioned the cross. Other photos - pages 1 & 5. Story on page 5. (MOTORACING photos by Gus V. Vignolle & Al Papp)



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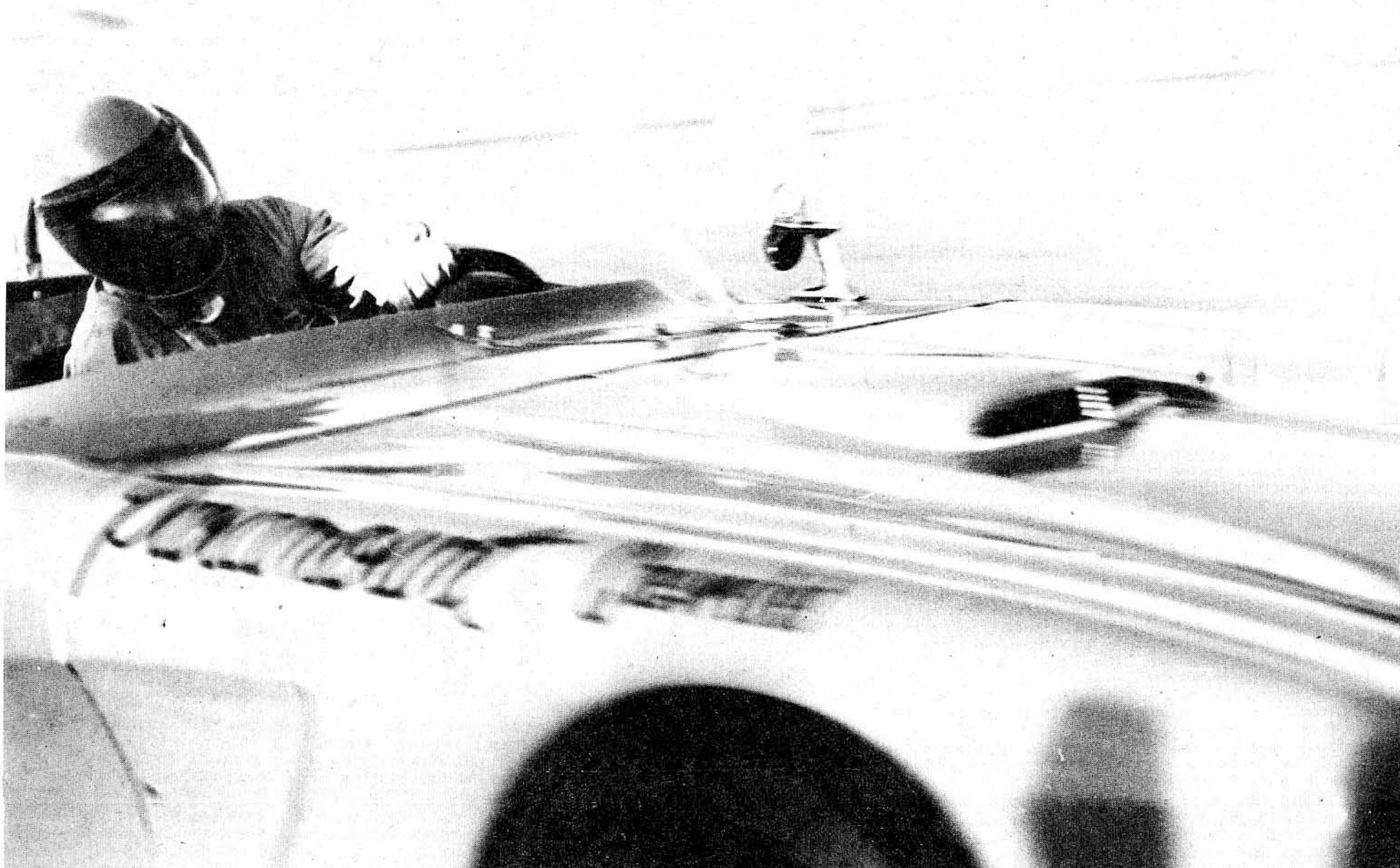
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DAVE MACDONALD leads Bob Harris in Riverside duel. (Photo by Sam Yeskka)



RUGGED-HANDLING Corvette Spl. is being piloted to victory in the modified car main event at Riverside Intl. Raceway by young Dave MacDonald of El Monte, Calif. He blasted to more than 170mph on the back chute

during his hectic duel with Bob Harris (Campbell Corvette Spl.) on March 4. Unfortunately, Harris was forced out. Other photos - Front Cover and Page 5. Story - Page 5. (MOTORACING photo by Gus V. Vignolle)

## World's Top Drivers Race at Sebring

**Vignettes**  
By Gus V. Vignolle

- Stirling Who?
- Cal Club Suit
- New Honda Car

AL PAPP, in addition to being a top race coordinator for the Cal Club, is a chef numero uno. He is famed into the wild blue yonder for his Hungarian goulash. He once received a medal for winning a cooking contest in Budapest years ago.

After the recent Riverside races, he invited GORDON MARTIN, the ebullient operator of the San Francisco News-Call-Bulletin; SAM YESKKA, the noted cigar-maker formerly from Havana, and your humble (ha!) and obedient (ha!) servant to his motel.

The entree, of course, was Hungarian goulash. While consuming the succulent ragout of beef, Martin, never at a loss for words, related a humorous yarn.

It seems, according to Gordon, that during the SF Imported Auto Show last month, PHIL HILL was featured each night on a panel that asked him questions about racing and cars.

Continued on page 3

(Entries - Page 3)

SEBRING, Fla., March 8 - The race program Friday, March 23, is an eye-opener for the internationally-famous 12-hour endurance race the next afternoon.

Starting at 10 a.m., a three-hour race over the twisting 5.2 mi. course will have the cream of the world's road racing champions at the wheel of the smaller cars under 1000cc.

Stirling Moss, England, will be in a Austin-Healey Sprite entered by the English manufacturer, Sir

Continued on page 3

## Gurney in Riverside Stocker

Dan Gurney, the noted road race pilot who will go in a gas turbine car at Indianapolis next May, was a surprise entry last week for the 200-mi. USAC late-model stock car race at Riverside Raceway, Sunday afternoon, March 18, according to Ray Smartis, president of the sponsoring Intl. Raceways, Inc.

Gurney, who grew up in Riverside, but now calls Costa Mesa home, signed to drive a new 1962 Chevrolet in the Natl. Championship race for 1960-61-62 cars over the paved 2.59-mi. road course.

## \$ Half Million Suit Hits Cal Club, SCCA

BY GUS V. VIGNOLLE  
Editor of MOTORACING

The dark hint in the last issue of MOTORACING that the Cartwright Act, California's anti-trust law, could be invoked against the Cal Club-SCCA for threatening to ban drivers racing in the USSCC-USAC Pomona meet March 10-11, hit the nail right on the head.

On March 9, the new LA Chapter of the U.S. Sports Car Club filed an injunction and damages, including attorneys' fees and costs, totalling nearly one-half million dollars, in Superior Court of LA

Continued on page 6

## In the News

CYCLIST KILLED

TERNI, Italy, Mar. 5--Libero Liberati of Italy, former world motorcycling champion in the 500cc class, was killed in a road accident. He was 34.

SURTEES, MOSS WIN

MELBOURNE, Australia, Mar. 11--John Surtees, 2800cc Cooper, averaged 101.7mph, and Stirling Moss, 2800cc Cooper-Lotus, hit 99.38mph as the pair won qualifying heats of the Sandown Intl. Cup at opening of the new 2-mi. Sandown course here today.

Chuck Daigh, Long Beach, Calif., was fourth in the first heat, driving a 3960cc Scarab. Fastest 25 pilots were to meet in a 120-mi. finale.

130BHP CITROEN

Citroen is said to be experimenting with a 6-cyl. version of the ID19, with a power-output of 130bhp....Abarth-tuned version of the Simca 1000 is due to be announced by the end of March....The London report that Fiat planned to merge with Citroen and Simca is haywire.

## Milk & Honey from ACCUS

NEW YORK, March 8--At a meeting here last week of the Automobile Competition Committee for the U.S. (FIA), represented by the three national groups, NASCAR, SCCA and USAC, these conclusions were reaffirmed:

(1) A qualified holder of an FIA driver's or competitor's license is entitled to enter any FIA-listed event in the U.S., full Intl. races or national events with foreign participation authorized. Such participation will not interfere in any way with the entrant's membership in a club or an association, previous agreements contrary to this policy notwithstanding. The Committee feels that such clear-cut policies would go a long way to avoid possible misunderstand-

ing by license holders or the clubs involved.

(2) A subcommittee under the chairmanship of George C. Rand, ACCUS secretary, has been named to formulate specific policies and procedures which are to underlie all aspects of automobile racing events in the U.S. conducted under the auspices of the FIA. Members of this group, which is to make its findings soonest, are Thomas Binford, president of USAC, vice-president of the Competition Committee; William France, president of NASCAR, and Dr. Frank Falkner, representing SCCA and that organization's competition committee chairman.

Charles Moran, Jr., ACCUS president, recalled, in emphasizing

the renewed solidity of view by the Board and the effective collaboration by the national organizations, that when the Automobile Competition Committee was expanded in 1961 these thoughts were expressed:

"We of the Automobile Competition Committee for the U.S., who, since the reestablishment of the group in 1957, have sought to bring all these groups together under one roof, are appreciative of the wonderful cooperation and determined attitude of all the participants. It is our sincere hope that together we shall be able to live up to the expectations and continue to move forward in the interest of drivers, promoters and spectators alike."



## Letters to MotoRacing

### Attention, Michelmore And Peterson

I am sending this open letter to you for two reasons, because I think you can do the most "good" with it and also I was lucky enough to have a letter I wrote to you published, about two years ago. It was really quite a thrill.

Pertaining to the enclosed letter, please feel free to print all, any part of, or nothing, as you see fit. You certainly know more about the situation than I do. I have not given specific ideas for improvement in club organization or compatibility because I'm sure they've had many good ones from people more qualified. Also I feel major work has to be done on executive attitudes before anything else....

ANN M. ADAM

(Mrs. Hans K. Adam)

P.A.M. Foreign Car Service  
Manhattan Beach, Calif.

OPEN LETTER TO:  
Mr. D.D. Michelmore  
And Mr. Jim Peterson

Dear Sirs:

Personal and group behavior of both you and the groups you represent are sadly in need of self-evaluation. It is time you stopped considering just your ever-decreasing little worlds and groups "within." How about thinking of your whole organization and all the people it is supposed to be representing? Try going beyond even that and think of the parts you could and should play in racing on national and international levels. Changes ARE taking place and if you don't cease this "in-fighting" the whole scene shall pass you by and in doing so shall also pass by Southern California.

For years racing has been trying to get press coverage by all media. Recently, racing has been getting more and more coverage, i.e., spot announcements and news by TV and radio sportscasters; whole TV programs devoted to racing (some excellent). This can only be due to increased public interest, and because of all the qualifications California has (you know them all, I'm sure), BOTH groups should be in prime condition to take advantage of what SHALL come.

You both were elected as chairmen of groups because, presumably, of mature characters and leadership qualities. Being elected, you REPRESENT these groups, you are

not the groups themselves. It is more than about time you put the qualities for which you were chosen, to work.

For mature people, there is ALWAYS a way. "Compromise" can be a very good and useful word and can also be used along with "self-respect" and without losing "prestige" or individuality."

Don't lose more time or it will be too late. In fact, I'm hoping as are many others, that the bandwagon hasn't already passed.

Sincerely,

ANN M. ADAM  
(Mrs. Hans K. Adam)

#### UP TO THE DRIVERS

Here we go again!

Only the names have changed! I read a rare sports car item in the LOS ANGELES TIMES recently concerning the CSCC-USSCC-SCCA-USAC battle for power and the drivers' meeting held regarding the CSCC intention of outlawing all drivers who raced at Pomona.

Other than the name changes of the local clubs, the only effect of recent developments has been to shift the power struggle to a national scale. Everything else is as it was a year ago and will remain that way as long as each faction is able to attract sufficient numbers of drivers to stage the races for which they are able to obtain courses.

This puts the responsibility for resolving this mess squarely on the shoulders of the only people who are in a position to do anything about it---the drivers themselves---and they don't seem very willing to do much.

Many are so short-sighted they can't see beyond the next race and then their only concern is getting their car ready. Others are choosing up sides and adding fuel to the fire rather than trying to help put it out. The drivers are so afraid of missing one race that they are helping to kill all racing in this area.

Southern California is big enough for two racing clubs, only if they cooperate. The drivers must band together UNANIMOUSLY and by positive action (such as voting into each club's offices enough people who are in favor of cooperation) bring about this cooperation, if not a merger.

DENNIS MC COSH  
Redondo Beach, Calif.

#### PEN PAL SOUGHT

Salutations.

I'm a pupil of the Brazil-United States Cultural Center, and also a great admirer of your MOTORACING and ECONOMY CAR NEWS...

If you know some young person who wants to exchange decals and pennants just about CARS, and everything about racing competition,

## MOTORACING

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AND  
ECONOMY CAR NEWS  
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hot-rods, etc., etc., please give my address to him or her. I would very much like to have a pen pal who likes CARS.

I thank you in advance for your kind attention. Always at your service here in my country.

SERGIO APARECIDO

Rua Conselheiro Ribas, 14  
Santos, S. Paulo, Brazil

Editor's Note - Readers, how about helping this boy out?

#### GOOD TO HEAR

Please find enclosed a check for \$4 to cover a one-year subscription to your fine paper....

CHRIS NIELSEN  
San Francisco 27

#### A TEXAS FAN

I am enclosing a check for \$8 to cover two subscriptions for one year. Please mail one to Clayton A. Baker, 4308 Bliss Ave., El Paso, Texas, and the other to John P. Amodeo, 987 Stanley Way, El Paso.

I have enjoyed your publication for several years now. Keep up the good work.

CLAYTON A. BAKER  
El Paso, Texas

#### WORD FROM AFRICA

...Please let me know by cable if one of your top rallyists is to enter this year in the 1962 East African Safari, as there will be tremendous publicity value in it, world wide.

MRS. D. HOWARD-WILLIAMS  
East African Safari  
Nairobi, Kenya  
East Africa

#### PORSCHE FLAT 8

Porsche has stepped up work on its F1 flat 8 car for the 1962 season. The Germans hope to have the machine ready for the Dutch GP May 20.



AFTER THE BMW 700 Sport Coupe drew raves recently, Pierre P. Marty of Marty's Foreign Motors in Culver City announced this gleaming 4-cyl., 75hp BMW 1500 Limousine model will be available this summer. He expects a few pilot models will be out by June or July. Marty handles BMW and Citroen.



NEW SHOW MODEL at Chicago Auto Show recently was this eye-catching Ford Cougar 406. Entrance to two-passenger, Metallic-turquoise sports-personal car is gained through top-hinged electrically-operated gull wing doors. Ford said it had no current plans for production of the sleek model.



## Economy Car News...

By MARGUERITE COOK

Well, what do you know---the Midwest has discovered the sports car! It was, as we all know, discovered on the East and West Coasts right after World War II when, if you believe the BMC blurbs, GIs brought back MGs from England in droves.

BMC's Midwest distributor, S.H. ARNOLD, reports that sports car orders for the first six months of this year, represent an 80 percent increase over sales for the same period last year.

That staid king of the imports, VW, loves to give out market reports indicating the solid citizen type of folks who prefer the people's bug. BMC now has some surveys of its own. These show that the majority of sports car owners are married and have a college education, and that an increasing number of women are buying sports cars---a trend not confined to the Middle West.

BMC also reports that some of the most flourishing sports car clubs are in the Middle West. This doesn't surprise this publication, as we started noticing an increase in subscriptions from the Middle

West 1-1/2 years ago.

The mail is full of such market optimism. Mercedes-Benz Sales, Inc. from South Bend points out that its Auto-Union-DKW moved up from 14th to 12th in 1961 sales of imports in this country and states that it "was one of only two makes to register an increase in sales in this category." (Just what category is this?????)

VW of America states that official state registration figures just out show that the 203,863 new VW cars, trucks and station wagons sold in this country last year were more than twice as many as any other imported make ever sold here in a single year. The US gets about 1/5 of all VW production and in 1961 VW accounted for 3.02% of the total passenger car sales here.

As we all know, these VW figures are significant because of the 19% decline in new passenger car sales compared to 1960 in the US as a whole.

Perhaps the imports will have even more to be happy about this year's end, unless the sub-compacts really arrive, for Detroit is beginning to think it has this silly idea of ours of wanting to drive a car we can afford in retreat. Both SEMON E. KNUDSEN, Chevrolet general manager, and LEE IACocca, Ford general manager, let themselves be quoted at the Chicago Auto Show recently as being convinced that the public has moved from an economy kick to a growing desire for luxury and performance.

Price, they hope, has gone out of style. "You can't sell basic transportation, Knudsen declared, "but when you add wire wheels and hotter engines and fancy trim you can't keep the cars in stock."

Iacocca's contribution to this propaganda is that "even in the small cars there is a demand for more luxury and more performance." The Ford general manager insists his company's extra cost optional equipment business is booming for every line, including the Thunderbird. (A glance at the AMA production figures through Feb. 24, however, shows that the only cars showing a drop in production from a year ago are Plymouth, Ford's Thunderbird and Lincoln, Cadillac and Studebaker-Packard. (Studebaker-Packard has been on strike, of course.)

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# Vignettes

BY GUS V. VIGNOLLE

## Arizona Skipped in Suit— Keen Interest in Honda Car

Continued from page 1

This particular night a 10-year-old boy on the panel asked the 1961 world's road racing champion how come STIRLING MOSS was generally acknowledged as the No. 1 driver, yet never had won the world championship.

Phil hesitated a moment, leaned forward, squinted and while cocking an ear, asked: "Stirling who?"

\* \* \*



Disappointment For Snyder Fans

Well, it was bound to happen---that huge suit against the Cal Club and all the others for bringing USSCC to its knees and choking off the Pomona races by virtue of the threatened ban of drivers.

And right in this very space a fortnight ago, I told you about the CARTWRIGHT Act, California's anti-trust law. JIM PETERSON'S group is invoking this law in its suit for damages. But I made one mistake. I said the Cartwright Act provides for double payment of damages. Now, PHIL CURRY, attorney of the firm that filed the suit, tells me it doesn't provide for double payment, but for TREBLE payment. So you multiply \$150,475, actual damages, by three and you get \$451,425, or close to half a million bux. (Story on Page 1) Wonder how much, if anything, they'll collect.

I understand a battery of Cal Club attorneys will battle the case to the bitter end---and take the account on free of charge!

The only thing that mystified me is how come the Arizona Border region of SCCA and TRACY BIRD were not included as defendants. Must have been an oversight.

One of the most damaging pieces of evidence that may help crucify the SCCA was a mimeo'd threat disseminated under the name of RED FARIS of the San Francisco region. It said, in part: "I'm asking each driver personall: NOT to enter this Pomona event put on by a competitor..."

The Formula Racing Assn., which booted one by not notifying papers in sufficient time after its PHIL HILL banquet was called off, got into the act last week. But it was a peculiar deal. Wrote MIKE SMITH to members: "FRA Natl. Bd. of Dir. has advised the LA Chapt. not to support (the Pomona races)." Then: "FRA will not ban participants in FRA races that race with USSCC. FRA will not have workers at the Pomona race." What kind of a liaison with Natl. is that?



CHIC VANDAGRIFF



TURN RIGHTSIDE-UP

The world of road racing is keeping an eagle eye peeled in the direction of the great Japanese industrialist, SOICHIRO HONDA, 55, a former auto mechanic whose precision-built Honda motorcycle has won world fame as the hottest thing on two wheels. This guy doesn't kid around, and it is interesting to note there's a report a 1500cc V8 Honda engine runs up to 13,000 rpm, developing over 200 bhp. Honda will break into motor racing with two cars, and this scrivener can't wait to see 'em.

Bossman Honda has named K. KAWASHIMA to go all-out on the new Grand Prix car. The latter was responsible for the design of the Honda bikes, but he has broken away from the two-wheelers and is going full-bore on the car.

KIMI NISHIKAWA, one of my Nipponese spies, reports a new Honda research building covers 75,000 sq. yds. and going on inside it is nothing but research on the auto project.

Honda himself drives a Jaguar and wants to sail for a Lotus Elite (attn, B. CHALLMAN).

The Japanese undoubtedly will go first cabinola all the way and sign up some of Europe's top driving lights. There has been no indication to date who they will be.

THE GRAND GUIGNOL---The press of business has forced BOB BLANDIN to resign as Natl. pres. of Formula Racing Assn...And WALTER COLEMAN says he resigned on the spot at the Riverside races from his long-time post of Cal Club grid marshal...ART SNYDER was happy. His trailer firm had been awarded a Navy contract to build 129 house trailers for overseas housing projects. He had his new Elva Mk. VI for its debut at Riverside. And the Art Snyder Fan Club was out in full force. But bad luck---crash and the car ruined. But Art was unhurt...At the same time, CHIC VANDAGRIFF had plenty of reason to cheer. They'd been working for a long time on the Hollywood Sport Cars chief's Austin-Healey 3000. And, man, it was in shape; so was expert pilot RONNIE BUCKNUM. The car cleaned up the D-E prod.

Continued on page 7



## Sebring

Continued from page 1

Donald Healey.

Olivier Gendebien, Belgium, flatly denying all retirement rumors, will be piloting one of the fast little Fiat Abarth team-entered cars.

Even though this race counts for points and trophies in the same rating as Saturday's enduro, world champion drivers are allowed to drive by FIA regulations in both Friday and Saturday's races.

Saturday's GT and sports car race will get the go signal at 10 a.m. for 12 of the hardest hours of punishment ever given cars or drivers. In GT, a duel looms between the Ferrari Berlinettas and the American Corvettes.

Marvin Panch and "Fireball" Roberts, stock car champions, are entered - Panch in a Corvette, and Roberts at the wheel of a Pontiac-powered special Ferrari (?).

For advance ticket sales info, write to Automobile Racing Club of Florida P.O. Box 71, Sebring.

## More Competition For Volkswagen

MOTORACING NEWS of London recently carried this story: "Russelsheim, a subsidiary of the American General Motors Corp., are engaged on the design of a new small car with 1100cc four-cylinder ohv engine, to be produced at a highly competitive price. It is to be built in an entirely new factory at Bochum.

"A new 1 1/2-liter car is also to be produced by Auto Union. This also is said to have a four-cylinder four-stroke engine with ohv, and the prototype, it is reported, was built at the Daimler-Benz factory in Stuttgart. The car will probably be called the Wanderer, this being one of the four marques which originally combined to form the Auto Union before the war. The other three were DKW, Audi and Horch."

### IT HELPS

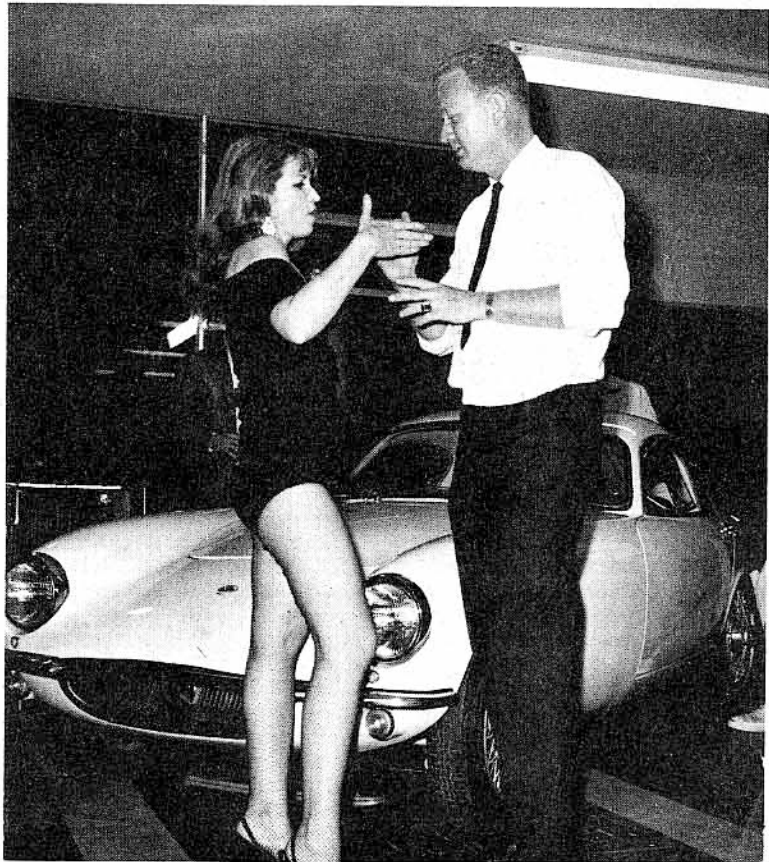
"You can always reason with an obstreperous child...provided you first get his undivided attention with a strap."-Farm Journal.

## SALE

**PORSCHE RS**  
Completely new engine & transmission by Vasek Polak. Never run since new crank, oil pump, pistons, barrels, valves, springs, new brakes. All latest mods. Cherry-silver. Best & fastest RS. 2nd Pacific Coast F Mod. Standings 1961. First in Cal Club 1961 Standings. \$4300.

**LOTUS-MG TWIN CAM Mk IX**  
Ex-Chapman chassis, discs inboard at rear, close ratio box De Dion, oil cooler, Le Mans multiple tanks, Dill-away-tuned 128 HP--1280 lbs. Fast & fresh. 4th Pacific Coast E Mod. Standings 1960. Out once 1961--8th overall Big Modified, 3rd in Class. \$2250.

Bob Challman FR 6-8833  
2301 Sepulveda Blvd.  
Manhattan Beach, Calif.



PORSCHE PILOT, Lotus dealer Bob Challman seems to be playing handsies with model Kim Park during recent opening of his new agency on Sepulveda Blvd., Manhattan Beach. (Photo by Kenneth Parker)

## Sebring Race Entries

THE FLORIDA INTERNATIONAL 12 HOUR GRAND PRIX OF ENDURANCE SEBRING MARCH 24, 1962

PROVISIONAL ENTRY LIST			
MAKE	CATEGORY	ENTRANT	DRIVERS
A/Healey Sprite	SP	Donald Healey, Eng.	Steve McQueen, John Colgate
Sunbeam Alpine	GT	Rootes Motors, Eng.	Peter Harper, Peter Proctor
Sunbeam Alpine	GT	Rootes Motors, Eng.	Ken Miles, Lew Spencer
Sunbeam Alpine	GT	Rootes Motors, Eng.	Tom Payne, Joe Sheppard
Sunbeam Alpine	GT	Filippo Theodoli, N.Y.	Filippo Theodoli, Freddie Barrette
Alfa-Romeo	GT	Scud. Ambrosiana, Italy	Massimo Leto di Priolo, Carlo Facetti
Alfa-Romeo	GT	Scud. Ambrosiana, Italy	Dore Leto di Priolo, Giancarlo Sala, Harry Theodoropoulos
Alfa-Romeo	GT	Alfa-Romeo Inc., N.Y.	Paul Richards, Charles Kolb
Alfa-Romeo	GT	Art Swanson-Ross Durant	Ross Durant, Art Swanson
Alfa-Romeo	GT	Roda Racing Team, Mexico	Fred VanBuren, Hector Robaque
Alfa-Romeo	GT	Jake Kaplan, Prov., R.I.	Jake Kaplan, Jack Crusoe
Corvette	GT	Grady Davis, Pitts., Penna.	Don Yenke, Ed Lowther
Corvette	GT	Grady Davis, Pitts., Penna.	
Corvette	GT	'Red' Vogt, Daytona Beach, Fla.	Marvin Panch, Jef. Stevens, Geo. Robertson
Corvette	GT	Don Campbell, Seattle, Wash.	Don Campbell, Gerald Grant
Corvette	GT	Ronnie Kaplan, Chicago, Ill.	Rodger Ward, Bob Johnson
Ferrari	GT	Scud. Serenissima, Italy	Colin Davis, Lucien Bianchi
Ferrari	GT	Scud. Serenissima, Italy	Carlo Aste, Nino Vaccarella
Ferrari	SP	N.A.R.T.	Phil Hill
Ferrari	SP	N.A.R.T.	Stirling Moss, Innes Ireland
Ferrari	SP	N.A.R.T.	Pedro Rodriguez, Ricardo Rodriguez
Ferrari	GT	N.A.R.T.	Bob Grossman, Hammel
Ferrari	SP	N.A.R.T.	B. Pulp, S. Tavano
Ferrari	GT	W.S. McKelvy, Pitts., Pa.	Ed Huges, George Reed
Elva	SP	Elva Cars (1961) Ltd. Eng.	Ben Warren Jr., Carl Haas
Elva	SP	Elva Cars (1961) Ltd. Eng.	Chris Ishmore, Victor Merino
Elva	GT	Elva Cars (1961) Ltd. Eng.	Everet Smith, Harold Whims
D B-Panhard	SP	Deutsch-Bonnet Autos.	Howard Hanna, Richard Toland
D B-Panhard	SP	Deutsch-Bonnet Autos.	Frank Hanley, Jean Pierre Barmac
Morgan	GT	Alton Rogers, Niles, Ohio (Morgan Motors, Eng.)	Alton Rogers, James Bailey
Abarth	SP	Abarth Co., Italy	Paul Richards, Alfonso Thiele
Lotus	SP	Team Lotus, Eng.	Sy Kaback, Harvey Snow
Lotus	SP	Team Lotus, Eng.	Ralph Henry, Ernie Harris, Bill Stone
Lotus	GT	Team Lotus, Eng.	Tim Mayer, Millard Ripley
Lotus	GT	Team Lotus, Eng.	Peter Pulver, Harry Carter
Porsche	GT	Porsche System Eng. Switz.	*
Porsche	GT	Porsche System Eng. Switz.	*
Porsche	SP	Porsche System Eng. Switz.	*
Porsche	SP	Porsche Car Import, Chicago	Bruce Jennings, Bill Wuesthoff
Porsche	SP	Rennod Race Cars Co. Colorado Springs, Colo.	Bob Donner, Don Sessler
Porsche	SP	Eglinton Caledonia Motors Inc. Canada	Ludwig Hiamrath, Jerry Pelinka
Pontiac	GT	Nichels Engr., Highland, Ind.	Jerry Pelinka
Pontiac	GT	Nichels Engr., Highland, Ind.	Paul Goldsmith
Pontiac	GT	Nichels Engr., Highland, Ind.	A. J. Foyt
Pontiac	GT	Nichels Engr., Highland, Ind.	Duncan Black, Bob Moute
O.S.C.A.	SP	John Bentley, N.Y.	Pierre Mion
O.S.C.A.	SP	N.A.R.T.	John Bentley, Jack Gordon
M.G.A.	GT	British Motor Corp., Eng.	*
M.G.A.	GT	British Motor Corp., Eng.	Jim Parkinson, J. Flaherty
M.G.A.	GT	British Motor Corp., Eng.	J. Sears, A. Hedges
T.V.R.	GT	T.V.R. Cars Ltd. Eng.	J. Whitmore, R. Olthoff
T.V.R.	GT	T.V.R. Cars Ltd. Eng.	Peter Bolton, Mike Rothchild
Triumph	GT	Genser Forman Dists. N. J.	Mark Donohue, Jay Signore
Maserati	SP	Scud. Serenissima, Italy	Joachim Bonnier, Graham Hill
Maserati	SP	Sorocaina Team, Venez.	Guido Lollobrigida, Pilade Ronchieri
Maserati	SP	B.S. Cunningham	Walt Hansen, Dick Thompson
Chaparral (Chev)	C/M	Scud. Racing Club, Italy	Ada Pace, Nino Todaro
Chaparral (Chev)	C/M	Chaparral Cars, Midland, Texas	Jim Hall, Nap Sharp
Cooper-Buick V8-39	C/M	Chaparral Cars, Midland, Texas	Ronny Hissom, Chuck Hall
Cooper-Buick	C/M	B.S. Cunningham	Briggs Cunningham, John Fitch, Peter Ryan
Cooper-Buick	C/M	B.S. Cunningham	Bruce McLaren, Roger Penske
Cooper-Buick	C/M	Scud. Light Blue, N.J.	John Todd, W.B. Todd, J. Kimble

\* Driver(s) to be announced.

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# PLUGS and POINTS...

By JOE SCALZO

## Balchowsky Building 2 Cars; Rob Nethercutt Really Goes

RUMORS FLEW that MAX BALCHOWSKY had recently signed a contract to build sports/racing cars for Chevrolet.

A quick ride to Hollywood to check that out was disappointing: Max did sign a contract to build two cars for Chevy's ZORA ARKUS DONTOV, but they won't have much to do with racing.

Chevy, according to Max, wants to get away from a live rear-end in their passenger car suspension. Of the two cars Max is building, one will have De Dion rear-end, the other, independent all around. Chevy will study the two set-ups, "and they may find something they want to use, they may not. That's the whole deal," Balchowsky explained.

Things are quiet over at Balchowsky's Hollywood garage these days; not much racing activity going on. However, Balchowsky still seems to know more about what is happening on the So. Calif. racing scene than anyone else.

He's completed the car he's been building for BOB SOHUS of San Marino, which will be Pontiac-powered and very similar to Old Yeller IV. Sohous used to race a Pontiac called the Reynolds Wrap Spl. JIM LARKIN is also building a new car, by the way.

STAN SUGARMAN, for whom, JIM CONNOR usually drives, was to have assigned Max to build a car for him, but changed his mind because of the rotten politics fight going on here.

Max currently is converting BILL KRAUSE'S D-Jagvette into a street car for MAC DULIAN, who recently purchased it from Krause for \$3900. That rig would still be competitive in local racing, but is being put out to pasture, so to speak.

"I took that car around the block," Balchowsky said, "and you can do anything to it—but it will still be a race car."

CHUCK DAIGH will drive the MICKEY THOMPSON/Harvey Aluminum rear-engined Buick V8-powered machine at Indianapolis. JOHN CROSTHWAITE, who designed the Dolphin F-Jr. is Thompson's chief engineer.

ROB NETHERCUTT'S excellent driving at Riverside didn't go unnoticed by other chauffeurs. He's the newest So. Calif. light, many say.

Forgetting about what he did at the recent Cal Club meet for a second, go back to the October Riverside show where he was again

driving his Lotus 20. "No one goes up through the esses faster than he does," ROGER PENSKE said after racing with Rob in the Jr. go.

That is impressive, for, as KURT NEUMANN said, "Formula Juniors are going up through the esses almost as fast as they are down the backstraight."

Nethercutt, 22, whose brother, Jack, races a Lotus 19, set a Jr. lap record of 2:09.5 Saturday at Riverside, while losing a close race to ED LESLIE (Gemini) because of traffic trouble. Sunday, Rob had to make a stop with a stuck throttle, and in getting going again, lapped unofficially at 2:08. "Rob is really a good driver," Leslie said. "He doesn't make mistakes."

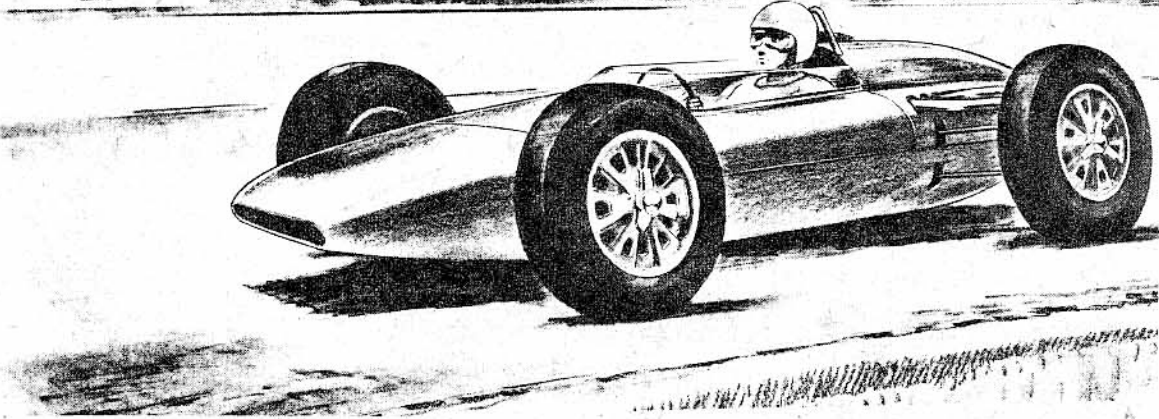
The other day, Rob took his brother's 19 out and lapped Riverside at 2:08.7, the fastest that car has ever gone. Both Nethercutts will be running in all Pacific Coast Championships events this year.

Neumann, incidentally, will be running his Dolphin in numerous Form. events this year. And over at the Hamburger Hamlet on Sunset after that recent drivers' meeting, talk got around to Sebring, 1960, when Jack Nethercutt/PETE LOVELY drove Jack's Ferrari and wound up 3rd. Not missing any bets, Kurt, Jack's brother-in-law, would climb up on the paddock and use binoculars to check the instruments on CHINETTI'S No. American Racing Team Ferraris when they came into the pits.

"That way we could see if they were being pushed hard or not. But Chinetti was always trying to run me out."

NOTES: JERRY GRANT, Washington driver, will be driving the ex-Nethercutt Ferrari TR this year; his sponsor, DICK HAHN, recently bought it.... CLYDE FREEMAN, Pasadena beer salesman, bought GEORGE FOLLMER'S RS Porsche, finished 8th at Riverside; "He looked good in the car," Follmer said.... LEON DUHAMEL is building two supercharged Coopers to run in class E; figures they will put out over 200hp...they say Pete Lovely, PAT PIGOTT, and CHARLIE PARSONS will be the Texas Rosebud F-Jr. team at Sebring...Rosebud may be getting a new Ferrari...Porsche owners are upset about the way production classes are set up this year. "A Porsche can't win a class all year," someone moaned... BOB KIRBY has bought BILL HINSHAW'S Porsche Carrera...DAN-

Continued on page 7



ARTISTS RENDERING of the rear-engined Harvey Aluminum Spl. being rushed to completion in Long Beach by Mickey Thompson (inset) for the 1962 Indianapolis 500 Memorial Day classic. Radically-designed car, powered by a Buick V8 aluminum engine, weighs only 1080 pounds, offering greater handling characteristics, better maneuverability and helps reduce driver fatigue. Also, it will deliver more miles per gallon of fuel and lessen tire wear, and thus cut down on pit stops. Two other identical models are being built for the race. One car is for Harvey Aluminum, another for Jim Kimberly of Chicago and the third for Thompson. Drivers have not been announced. Thompson, himself, will not drive.



## VALVE CLATTER

BY VAL MARRS

### PERSONALITY SKETCHES

Noticing a FOR SALE ad in the latest MOTORACING for a certain race car, I couldn't help feeling a pang of regret. The car in question is one of the few left possessing a shred of personality in these days when fiberglass molds turn out identical bodies by the score. Of course I mean DON HULETTE's Jag Spl. His car has been around so long an entire "autobiography" could be written about her. The win-loss record isn't important but the character development story is. Oh sure, such-and-such a DNF was written off as a flat tire or a broken axle, but on the day in question the car was probably just tired. Checking back you would find that she had run two races and a practice session in a five-week period. Who wouldn't be tired? And when she won? Well, maybe she had just had an overhaul, or a paint job, or maybe a strange man had dropped a word of praise her way. Ask any woman how this affects her.

I hope Don will be careful to sell his car to someone who will appreciate her. It must be a terrible blow to be put on the market after such faithful service. Maybe, just maybe, a little tender loving care will capture her affections so that she'll keep running a long, long time!

\* \* \*

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## Tucson Races Mar. 31-Apr. 1

TUCSON, Ariz., March 8 - The fourth running of the Tucson sports car races, second of the year for SCCA Pacific Coast Divisional Championship points, will be held Saturday and Sunday, March 31, April 1, over the 1.8-mi. Municipal Airport course here.

In previous years the event has been a fixture of the fall calendar and has been a big hit with competing drivers. This year's spring event is expected to attract over 125 entries. Already entered are last fall's main event winner, Hap Sharp (Cooper-Monaco Maserati), Jack Hinkle (Bird-cage Maserati) and Jim Hall (Chaparral).

Starting line duties for the weekend's 14 races for production and modified sports cars and formula juniors will be handled by Al Torres. The Arizona Border region of SCCA is the sponsor. Jerry Orcutt is race chairman.

## Rotz Appointed to New USAC Post

Rhiman Rotz of Indianapolis has accepted an appointment as chairman of a special USAC Certification Committee. This committee will be active at the Indianapolis Motor Speedway and other USAC events throughout the season. Its function includes the governing and verification of product use in race cars.

RIOT

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# Letter From CANADA

BY EVE WHITE

The news that PETER RYAN is to drive a Ferrari for the No. American Racing Team in sports car events has pleased Canadian fans. Signor LUIGI CHINETTI had previously singled Peter out by presenting him with the Dino Ferrari Memorial Trophy after his win at the Canadian Grand Prix last September.

The motorcyclist-road racers were all heading for Daytona last week for the American Motorcycle Assn. National Championships. A strong contingent from Ontario, headed by BILL SHARPLESS, DON HADDOW and BOB WEBSTER, left early to get in several days of practice.

The National Ice Race Championships held at Quebec City in conjunction with the Winter Carnival were a walkover for Quebec province, which claimed all four championships from a strong Ontario team. Winners were as follows: Lightweight, RON WHEATLEY, Triumph; Junior 500cc, KEN COUTURE, AJS; Senior 500cc, YVON DU HAMEL, BSA; Expert 500cc, EDGAR DAVIS, Matchless.

The Shell 4000 Car Rally has received a good entry, and final plans are being made to make the run from Montreal to Vancouver as good a test as possible. Many manufacturers' teams have been entered, including a Renault team of three cars flown over especially for the Canadian Winter Rally and the Shell 4000. The Shell 4000 has received Intl. permit from the FIA and will run April 7-14, and the loot totals almost \$5000 for the winners of various classes.

The Mosport Ltd. shareholders met recently to consider the recapitalisation of the course, and agreed upon a share deal whereby the present \$25 share will be changed for 30 \$1 shares, with a total of 600,000 shares to be available. The present plans for racing there this year include three internationals, two FIA and one FIM and a new venture, a late-model stock race under USAC auspices, but organized by the Sports Car Club of Toronto.

Had you heard that COUNT GIOVANNI VOLPI DI MISURATA, owner of Scuderia Serenissima, has been busily signing up the designers, engineers, etc., who left Ferrari last year? Count Volpi will manufacture Serenissima Formula 1 racing cars as well as Grand Touring cars.

The Lola, which in the hands of FRANCIS BRADLEY, won its class championship easily in 1961, will be driven by ROSS DE ST. CROIX of Montreal this year. Ross is an experienced and successful racer, having competed at many courses, including Watkins Glen.

## SHORT AND SWEET



By FLAVIO ST. GERMAIN

MAURY POWELL, former managing editor of MOTORACING and partner in the venture, is now a top news exec at the PASADENA INDEPENDENT STAR NEWS. He doesn't know how lucky he is!

Top No. Calif. pilot CHUCK HOWARD, without a car, will drive this season only if he gets a ride... Palo Alto VW dealer and Porsche driver EMIL PARDEE skips the action this year; he suffered a mild heart attack recently. Slow up, man... TOM KIENHOLZ has assumed the duties of president of the San Diego Council of Sports Car Clubs, according to JOHNNY MC DONALD of the SAN DIEGO UNION. Kienholz, who won the annual FORREST ADAMS perpetual trophy for outstanding achievement in sports car activities, heads a slate which includes LYELL COLLINS, vice-pres.; GEORGE BLONDIN, treas.; SHIRLEY STEEL, secy. GEORGE KINDALL is the outgoing pres. This is the governing body for 18 clubs in San Diego County. The trophy is named in honor of Forrest Adams, who died of cancer last July. He was a past president of the Jaguar Club, and he and his wife CLEO had been active in sports car activities since the early Torrey Pines races...

DENNIS MC COSH, our slalom columnist, and wife SUE recently became parents of a 6 lb. 11-1/2 oz. boy, MICHAEL ROBERT.... JOHN VON NEUMANN announced last week that OTTO ZIPPER has joined him and ELEANOR VON NEUMANN in ownership of the local Ferrari dealer-distributorship, recently moved to Beverly Hills. Zipper will be genl. mgr.... MICHELE (MIKE) HAMILTON, former SCCA tub-thumper here, has made her Hq. in Palm Springs, and is handling the Biltmore Hotel and a fund-raising campaign for the Angel-View Crippled Children's Hospital in Desert Hot Springs.... JOHN SURTEES, British driver, recently married PAT BURKE.... With the surge in motorcycle road racing interest, the firm of ED KRETZ & Son in Monterey Park, is packed every day. In his day, Ed Sr. was one of the best in the world and many here will remember him as a top sports car race driver. He moved....

THE LAST TIME I SAW HARRIS---Thriller at the Cal Club's Riverside races March 4 was this duel of of Corvette Spls. Here, Bob Harris leads Dave MacDonald, blasting out of turn 6. MacDonald regained the lead and won. Harris was a DNF. Note rapt expression of spectators, particularly the one at left, seated on rack. (MOTORACING photo by Bill Norcross)

## M'Donald Riverside Winner

BY JOE SCALZO  
MOTORACING Staff Writer  
(Other Photos - Front Cover, Page 1)

RIVERSIDE, Calif., March 4---Dave MacDonald of El Monte fought the wicked handling of his 327 cu. in. Corvette Spl. for 40 miles today in the Cal Club's 12-lap feature. He averaged 93.5mph, and, "by the tach, hit over 170 on the back chute" to win an exceptionally good big car main that almost equalled the flat-out battle of the earlier small modified race.

Actually, MacDonald, 23, fought more than his car's handling. For 11 of the 12 laps, Bob Harris, Malibu, in the rear-engined Campbell Corvette Spl. harried MacDonald and slip-streamed him down the mile backstraight. He momentarily passed Dave on three occasions, until fuel starvation caused Harris to park his car with just one circuit remaining.

However, the real contest of the day was between Frank Monise and John Timanus in the under-1100cc modified race. Both in Lotuses, nothing more than three car lengths ever separated the duo. Monise finally won by 1/25 of a second--a quarter of a car length. The 3.3-mi. course record for small modifieds, 2:18, dropped down to 2:16.5 during the scuffle, with Monise the new record holder.

The crowd was reported between 8000-10,000. These races were the first local events of the year, and

## Riverside Race Chart

CALIFORNIA SPORTS CAR CLUB REGION  
Sports Car Club of America

First Pacific Coast Championship Race  
Riverside, California  
4 March 1962

RACE NO. 14		RACE TITLE: Modified C, D, E & F		TIME: 25:28.3	LAPS 12
Fastest Recorded Lap: #17 - 2:04.5		AVE. 92.5		MILES 39.3	
POS	CAR #	SEC BEHIND	DRIVER	MAKE OF CAR	CLASS POSITION C D E F
1	00		MacDonald, David	Corvette Special	1
2	102	35	McArthur, Jack	Lotus Mk XIX	1
3	189	37	McAfee, Jack	Ford RSF	1
4	53	84	Kessinger, Chuck	Maserati 450 S	2
5	222	122	Masterson, John	Porsche RS 60	1
6	251	127	Brashear, Dick	Ferrari Spyder RS 60	2
7	181	1L 43	Brophy, John	Ferrari Testa Rosa	3
8	19	80	Freeman, Clyde	Devin SS Corvette	2
9	108	85	Holmes, Elgin	Porsche Carrera Speed.	4
10	83	126	Bryan, Pat	Devin Special Buick	3
11	2	160	Challman, Bob	Ferrari Monza	3
12	314	226	McUann, John	Teakettle MK2 Corvette	5
13	43	2L 28	Conrad, Hal	Austin Healey 100-S	4
14	122	62	Dunbar, Dave	Fubar Special	6

DNF: Harris, Bob (Campbell Spl.); Dixon, Bill (Maserati)  
(Results Compiled by Long Beach MG Club)

also kicked off the 1962 Pacific Coast Championships.

"The trouble with the car," MacDonald said of his orange Special, "is that you can't steer it with the front wheels. There is no feeling up front; it's like power steering. You have to kick the back end out to get around a corner."

Harris led off the line, but MacDonald passed him down the back-

straight. Harris had car troubles himself after that. His rear brakes went out by the 3rd lap, and his Corv. mill got so hot a mechanic Continued on page 7

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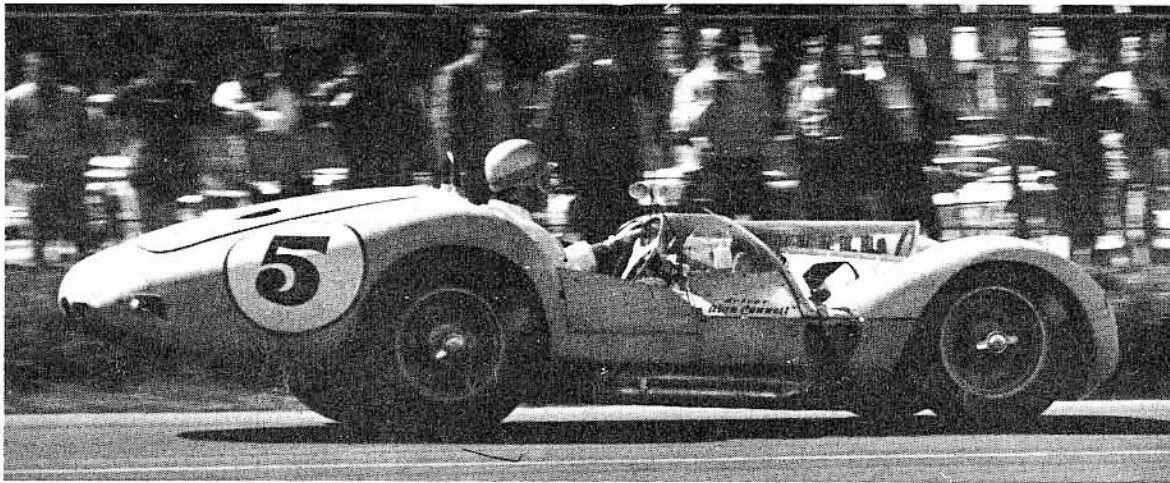
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## Slalom Column

By  
DENNIS  
McCOSH

The women of the San Diego A-Bringing Drivers recently put on Gravel Gertie I, a slalom on the dirt at the old Carlsbad Airport, south of Oceanside. This was a wide-open event with a third-gear straight, a banked turn and a series of zig-zag bends in the loose dirt as well as a few other tight turns and a shorter straight. The course was more interesting and challenging than the posted diagram indicated, and with a two-second pylon penalty, a driver was not penalized unduly for a minor error. Each entry was to be given one practice run and two timed runs, but daylight ran out before a few finished their runs.

Tech inspection was minimal and organization in general was very loose but adequate to handle the turnout of 56 guests and 17 SDAD members. Safety was excellent, with a slight ridge between the spectators and the nearest (and slowest) part of the course.

The worst feature of the course was that it was so bumpy. Seat belts were necessary just to hold the driver in his seat. With a flying finish and a standing start, timing and scoring went very well. SDAD is also to be praised for having the results in the mail and to the entrants in three days, the first time I've seen that happen.

There were two things in the results that I feel should have been different. First, SDAD members should have been placed in their own classes separate from the guests. Combining them is poor public relations. Second, those entries who ran out of daylight should have had their practice times counted and should have been placed in class accordingly.

Fast time of day was STAN SMITH of SDAD in a Devin-Corvette. Second was JIM WEICKENANT in a Jaguar XK-E coupe.

The trophy winners as listed are:

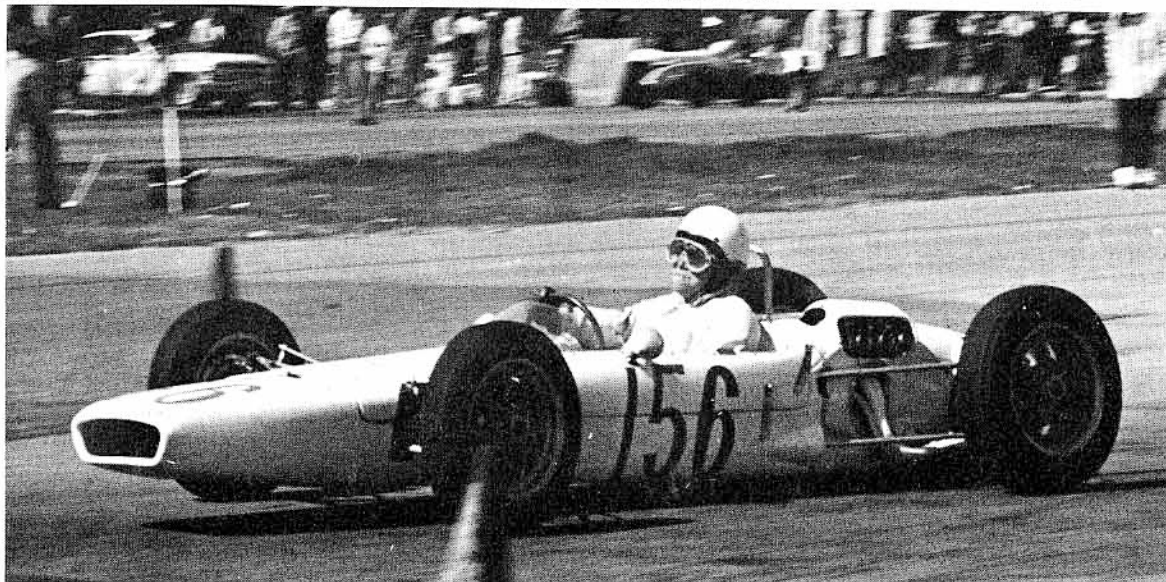
<b>CLASS A</b>			
1.B.Henry	Fiat		1:54.3
2.B.Johnson	Sprite	SDAD	1:55.2
3.S. Sorensen	Fiat		2:00.8
	Abarth		

<b>CLASS B</b>			
1.D.Pfiff	MGA	SDAD	1:51.4
2.D.Lehmann	Renault	R.O.C.	1:52.3
	4CV	A.	
3.B.Wilson	MGA	SDAD	1:53.1
4.HollyMoys	Porsche	SDAD	1:54.5

<b>CLASS C</b>			
1.L.Bewley	TR-3	SDSCCA	1:52.1
2.D.Newton	Alfa	PSCC	1:52.2
3.P.Flynn	TR-3	SDAD	1:53.2
4.D.McCosh	Austin-Healey	PSCC	

<b>CLASS D</b>			
1.S.Smith	Devin	SDAD	1:49.4
2.J.Weickgenant	Jag. XK-E		1:51.8

<b>CLASS F</b>			
1.D.Christopherson	VW	POC	1:56.4
2.E.Smythe	Volvo	SDAD	1:58.2



ALAN CONNELL (top) powers his Ferrari-Maserati to victory in Green Valley SCCA race at Fort Worth, Feb. 17, beating out Hap Sharp. Bottom: Chuck Hall winning in an Elva Form. Jr. Like his brother, Jim, he goes. Dave Morgan was second in Lotus 20. (Photos by Bill Neale)

## RANDOM RALLY NOTES . . .

By GENE KIGGINS

Hampered by snow, hail and rain, resulting in emergency instructions, the 12th stanza of San Diego SCC Don Diego was received with mixed emotions by the contestants.

From the Mickey Mouse odo check to the pond at the last CP, this event showed no ingenuity, psychological or otherwise. Perhaps Don Diego is a misnomer. Suggested sub-titles for the 1962 version--"Grimm Fairy Tale" and "Splendor in the Grass."

Rumor Dept.: be sure to check the starting place of coming rallies. It is said that the lot at Sepulveda and Ventura is no longer available. Reason: too many little cars making like the Extra Margin Morgan on TV.

Sooner or later, some rally will have a critical sign in some exotic type of lettering, in English, but undecipherable at rally speed. Perfectly legal, but not the thing, really. Some planted signs I've seen, or wish I had seen, have been really jazzy.

Here's the gist of rally code changes as proposed by SCCSCC Rally Committee - un-numbered instructions (notes) are considered terminated at the first CP following their introduction.

Also, the out-marker will, in the future, bear next instruction # and exit speed.

Date of adoption of above is nominally 1 Jan., 1963--sooner, I betcha.

There's nothing too difficult about completing a note instruction, providing you find all the GD signs, but there's always one, it

seems.

Historically, each legislative action has resulted in some diabolical new device to trap the unwary. The early demise of the un-numbered instruction is predicted.

You can always tell a rally driver, but not much.

Next instruction states, "CS at sign 'stop ahead.' Simple, isn't it? It could be 32 miles to such a legit sign, but what leads you, as a driver, to assume that the above sign is black on yellow diamond, facing you?

It could be red on white, post card size, parallel on a fence, 32 miles back. And probably was. Moral: don't assume anything on rallies.

Lockheed SCC Mardi Gras was sort of a race but interesting for a couple of variations on the chute theme, only the names being changed to protect the innocent. Busy, busy, busy, speed change-itis, speed change average every 1.7 minutes.

## Notice

If rallyists expect to see results in this publication, they must cooperate by sending finishers, cars and error for the various classes, number of cars competing, rallymaster, etc. to MOTORACING. Data must be sent in as soon as the event is over in order to be printed in the following issue.

## VALVOLINE AT THE TRACK

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## USSCC Sues Cal Club, SCCA

Continued from page 1

County.

The defendants are the California Sports Car Club-SCCA, the SCCA Corp. (the national body in Westport, Conn.), the San Francisco region of the SCCA, the San Diego region of SCCA, D.D. Michelsmore, president of the Cal Club; Red Faris, regional executive of the SF region; Alan Bringle, regional executive of the San Diego region, and 10 John Does.

The exact amount of the suit is \$451,425, treble damages provided under the Cartwright Act, according to attorney Phil Curry.

Actual damages amount to one-third of this amount, or \$150,475, which is broken down as follows: \$5000---course preparation, printing, advertising and other expenses.

\$975---entry fees returned to drivers as result of the cancellation, or postponement.

\$3000---anticipated revenue from the Saturday, March 10, races.

\$37,500---anticipated revenue from the Sunday, March 11, races.

\$4000---net anticipated from concessions and program revenue.

\$100,000---damage to reputation of USSCC and its acceptance by members and prospective members.

The injunction enjoins the aforementioned racing groups from interfering with any events planned by the plaintive.

The suit was filed in Superior Court on behalf of USSCC by the law firm of Little, Curry & Hagen.

"This is something we certainly hated to do," declared Jim Peterson, president of the LA chapter of the USAC affiliate, "but we were left no alternative. The threat by these three groups to ban any of their drivers racing in our Pomona races was just too much."

Peterson said the Pomona races were postponed, not cancelled. "We hope to stage the races in about three weeks," he explained.

The Pomona meet was called off because of (1) lack of sufficient entries and (2) inability to secure a proper liability insurance policy.

On the basis of \$15 per entry for USSCC members and \$975 listed in the suit as entry fees to be returned, 65 drivers had signed up for the Pomona races.

Thus Peterson followed through with his declaration after the races were called that his group "would immediately seek retribution in court, charging that the Cal Club had caused grievous damage through its actions, which were unwarranted and illegal."

The USSCC quoted Babe Kling of the co-sponsoring Pomona Elks as saying his lodge would join the racing group when the races are staged "at an early date."

Meanwhile, it was learned the Cal Club was making strenuous efforts to stage its next races at the LA County Fairgrounds course in Pomona.

The USSCC races had been approved as an FIA national event with Intl. participation permitted, and many observers were at a loss to explain how the three rival groups could ban any driver holding an FIA license.

Without a hearing, Peterson's group recently had its LA region SCCA charter revoked by Westport, and it was forthwith granted to the rival Cal Club, which became the CSCC region of SCCA. The ex-SCCAers then became an affiliate of the U.S. Auto Club, forming a new group.

## Bob Estes Receives Ford Motor Award

Bob Estes, Inglewood, Calif., car dealer, the USAC western area vice-president, has received a Management Excellence award from the Lincoln-Mercury division of Ford Motor Co. Estes is best known to USAC members as owner of some rapid speedway and sprint cars a few years ago.

Incidentally, he intends to return to action as a race car owner soon.

### Results:

Lockheed SCC Mardi Gras, Sunday, 4 March, 39 cars, rm: Carol and Mark Schanbacher.  
Navigational

	Error
D. Bob Tarleton	0.65
N. Gene Kiggins	
D. Fred Curtis	4.16
N. Jere Curtis	
D. W.J. Kawfold	5.73
N. G. Kawfold	
S.O.P.	
D. Jerry Willhoit	1.70
N. Malcolm Booth	
D. Henry Hurd	4.34
N. Ted Butland	
D. Larry Harris	4.76
N. Bea Harris	

Next issue, Science Fiction.

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Brand New Car. Never raced.  
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fect shape and ready to race.  
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LOTUS 15. 1500cc Climax FPF Engine.  
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Angeles 8, Calif.

INDIANAPOLIS, March 8--The  
Indianapolis region of SCCA an-  
nounces that because of conflicting  
dates and the impossibility of find-  
ing another suitable date, the na-  
tional races scheduled for August  
18-19, at Indianapolis Raceway  
Park have been cancelled. There  
will, however, be divisional cham-  
pionship races (Central Division)  
at IRP, June 23-24 and a drivers'  
school April 14-15.

## Plugs and Points

Continued from page 4

NY STEPHENS, who called the re-  
cent drivers' meeting, flipped his  
AH at turn 2 Sat. at Riverside when  
he "hit some oil or something"...  
JOHN TIMANUS' Lotus at River-  
side had been lightened and re-  
worked, accounting for its extra  
speed...ART SNYDER'S mechanic,  
going out to pick up Art's Elva VI  
after it crashed in the esses, got  
Art's van caught in the mud,  
twice...was REVENTLOW Auto-  
mobiles, Inc. approached by Chevy  
to build Indy race cars before they  
folded?...DAVE HETZLER of  
Northridge, 3rd at the recent USMC  
Daytona bike race on his Norton,  
has a Honda 4 frame, and is putting  
a Honda 305 engine in it...BURK  
WIEDNER stuffed his Lotus Elite,  
which he and DON HULETTE are  
to take to Sebring, into the River-  
side turn 9 guard rail Saturday...  
LEW SPENCER: a good drive at  
Riverside with his Sunbeam till  
20, looked good at Riverside; ditto  
FRANK DOCHNAL, in the former  
ED FREUTEL Cooper F-II...Hon-  
da man JOE QUAID married March  
10 to DEANNE MARIE BARKOSKI  
in Larkspur, Calif...European  
journalist PETER COLTRIN in  
L.A. briefly before returning to  
Modena, Italy.

## Riverside

Continued from page 5

estimated he lost 75hp. He still  
was never more than a second  
behind MacDonald till he had his  
fuel woes. MacDonald, by the way,  
gave Harris a lift to the pits on his  
victory lap.

Finishing 35 sec. behind Mac-  
Donald, who got praise for the way  
he managed his storming machine,  
was Jack Nethercutt (Lotus 19),  
then Jack McAfee (Porsche RSK),  
two sec. behind Nethercutt. Chuck  
Kessinger (4.5 Maserati) and Bat  
Masterson (Porsche RS60) were  
4th and 5th. Harris turned fastest  
lap: 2:04.5.

Accidents marked the weekend.  
A motorcyclist, Gerald Wilburn,  
27, Hawthorne, was hospitalized  
with serious head injuries, a bro-  
ken wrist, possible broken ankle,  
and chest injuries. He went down  
at turn 9.

Most spectacular incident was  
Bob Johnson's trip over the turn 1  
guard rail Saturday in the Sorrell  
Corvette Spl. A stuck throttle  
caused Johnson, 31, Inglewood, to  
lose control. The car hit the rail,  
caught fire instantly, and arced  
over. Johnson was uninjured. The  
car was destroyed and buried (see  
Front Cover).

An accident set up the Monise-  
Timanus dice. Saturday, on the  
first lap, Art Snyder, in his new  
Elva, spun off the road, badly dam-  
aging the car. Northerner Ron Ha-  
thaway (Lola) had to go off the road  
to miss Snyder, and flipped once.  
His car was wrecked, and he had  
a chin cut that required seven stitches.

With Snyder and Hathaway out,  
Monise and Timanus were the only  
contenders. Timanus won Saturday  
in a near dead-heat. Monise led  
most of the way Sunday, but Tim-  
anus grabbed the lead with two laps  
to go. Monise, however, regained  
control at turn 6, where the two  
machines swapped paint. Timanus,  
who drove his best race ever,  
called Monise, "the real class G  
modified champion" afterwards.

Charlie Parsons won the 12-lap  
Formula Jr. go by one sec. from  
Dick Boyle. Parsons had a Coop-

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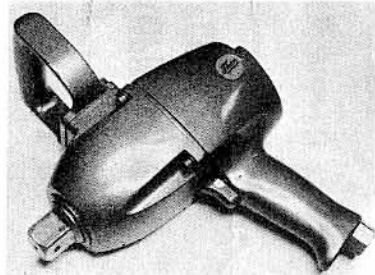
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A one-inch square drive machine, the  
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The unique Thor mechanism permits  
extreme close-coupling for shorter length  
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through elimination of the conventional  
air motor.

The new Thor wrench is equipped stand-  
ard with reversing lever, pistol grip,  
trigger throttle, four-position auxiliary  
spade handle and graduated air regulator.

## VIGNETTES

Continued from page 3

car race both days, averaging 77.5 and 77.8 mph, handily besting RICK  
MUTHER's Porsche 1600S two times...ARMAND ROUX of CHASEN's  
Restaurant, who recently got himself a Vignale-bodied Corvette-Ferrari,  
is gifted with an eye that can catch the unusual. He turned the cover of  
the March issue of CAR and DRIVER upside down and (with only slight  
windscreens alteration) a 1939 Alfa Romeo was transformed into a Mar-  
tian grasshopper (see photo)...Some Cal Club guy was hollering to a  
group gathered around him at Riverside: "Yeah, there's room for  
two clubs--one here and one in New York!"...The Westport sanitary  
engineers and shoemakers were right in character at their recent  
annual SCCA meeting in Washington. Didja hear how they broke up,  
all under the impression that the Area 9-10 production class rules  
would be in effect all over the country? Then it dawned on 'em that  
previously-approved rules would be enforced. SCCA's press handout  
started as follows: "Contrary to announcements made during the SCCA  
Annual Meeting..." blah, blah, blah. There is nothing in the Intl. Toy  
Dept. (sports) that can compare with SCCA and the Westport Pharaohs.  
Absolutely nothing! Nada! When things get dull and you want a few  
laughs, Amos, all you have to do is turn to SCCA's antics. Hilarious...

It is with regret that I report the passing last week of JOYCE BAR-  
NARD of our Classified Ad Dept., and MRS. BEATRICE STOREY mother  
of ROY STOREY, the well-known sports car race announcer. Joyce  
died of injuries suffered when she crashed into a trailer truck last Jan.  
17. Mrs. Storey died after a beating in her Hollywood apartment. LAW-  
RENCE C. ENGLE was arraigned on a complaint charging him with mur-  
der...Wonderful, wonderful retort from Porsche expert VASEK POLAK  
when he was told to steer clear of the USSCC Pomona races: "That's  
the exact reason why I left Czechoslovakia---no freedom to do what you  
want. Somebody telling you what you can do and what you can't do..."  
After all that fanfare, that San Francisco car vendor isn't entering a  
Cooper in the Indy 500...A red-hot field in that IC race at Bossier City,  
La., Mar. 31-April 1: ALAN CONNELL and GEORGE CONSTANTINE,  
Coopers; JIM HALL, new Lotus; ditto LLOYDRUBY, and DAN GURNEY  
goes in a mount with the Lotus 19 sports car engine in a F1 body...  
The FHFE Club of Chicago has branched out with a unit in L.A., reports  
JOYCE MORGAN, who with AUGIE PABST and HARRY HEUER started  
the original...Sign: JAIL KEYS MADE HERE.

er; Boyle a Lotus 20. Saturday, Ed  
Leslie (Gemini) and Rob Nether-  
cutt (Lotus 20) had raced for first,  
with Leslie winning, but Nether-  
cutt setting a new Jr. record of  
2:09.8. Today, Leslie broke the  
rear-end in practice, and Nether-  
cutt had to make a quick stop with  
a jammed throttle.

Other race winners included  
Charlie Gates (Porsche 1600N) af-  
ter a close fight with Dave Jordan;  
Ronnie Bucknum (AH 3-liter); Ma-  
ry McGee (Porsche RSK); Buddy  
Parriott (Norton-Manx); and Joe  
Freitas (327 Corvette).

PRODUCTION F, G & H--12 laps, 39.3mi.;  
29:43.9, 78.7mph avg. 1. Gates, Porsche  
1600N; 2. Jordan, Porsche 1600N; 3. Miles,  
Sunbeam Alpine F--Gates; G--Randolph, AH  
Sprite (7th ov.); I--Dickson, Fiat AZ (18th  
ov.)

PRODUCTION D & E: 12 laps, 39.3mi.;  
30:22.9, 77.8mph avg. 1. Bucknum, AH 3-li-  
ter; 2. Muther, Porsche 1600S; 3. Kennedy,  
Porsche 1600S D--Bucknum; E--Swanson,  
MG Twin Cam (6th ov.)

MODIFIED G & H--12 laps, 39.3mi.;  
27:42.4, 85.1mph avg. 1. Monise, Lotus XI;  
2. Timanus, Lotus XI; 3. Brock, Lotus XI G--  
Monise; H--Schoenen, Lotus-Fiat (7th ov.)

FORMULA--12 laps, 39.3mi.; 27:27.1, 85.8  
mph avg. 1. Parsons, Cooper; 2. Boyle, Lotus  
20; 3. Dochnal, Cooper F-1 class 1--Boyle;  
2--Parsons; 3--Frank, Alike (10th ov.)

WOMEN--4 laps, 13.1 mi.; 9:44.0, 80.7mph

avg. 1. McGee, Porsche RSK; 2. Barry, Lotus  
Elite; 3. Brengle, Fiat AZ C--Brengle; E--  
McGee; F--Stadel, Lotus-Datsun (4th ov.)  
MOTORCYCLES--11 laps, 36.025mi.;  
25:56.0, 83.2mph avg. 1. Parriott, Norton-  
Manx; 2. McLaughlin, Norton-Manx; 3. Grant,  
Norton-Manx 125--Morgan, Honda; 175--  
Giuliani, Honda; 250--Chase, Honda; 500--  
Parriott; Open--Barker, BMW.

PRODUCTION A, B, & C--12 laps, 39.3mi.;  
27:37.7, 85.2mph avg. 1. Freitas, Corvette;  
2. Dickson, Corvette; 3. Reinhart, Corvette  
A--Freitas; B--Dickson; C--Spencer, Mor-  
gan SS (11th ov.)

## Calendar

MARCH  
16-17-18--SCCA San Jacinto Reg. races,  
Bryan AFB, Tex.  
16 - 18 -- Solitude-Lyon-Charbonnieres  
rally, Germany.  
17-18--SCCA San Francisco Reg., Mother  
Lode Hillclimb, Coloma, Calif.  
19--Syracuse Grand Prix, Italy; FI.  
23-24--Sebring 3-Hr. race & Sebring 12-  
Hr. Intl. Manufacturers' Championship for  
GT Class 1 (3-Hr. race) and Classes 2-3 (12-  
Hr. race).  
31-April 1--SCCA Ariz. Border Reg.  
races, Tucson, Ariz.  
31 - April 1 -- USAC Intercontinental  
Form, Sports and Form. Jr., Bossier City,  
La.  
APRIL  
1--Brussels Grand Prix, Belgium; FI.  
6-7-8--SCCA So. Texas Border Reg.,  
races, Rockport, Tex.  
14-15--SCCA SF Reg. races, Stockton,  
Calif.  
13-14-15--SCCA Natl. Washington Reg.  
races, Marlboro, Md.

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**SEE**

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**RON HORNADAY - ELMER MUSGRAVE**

**AND OTHERS**

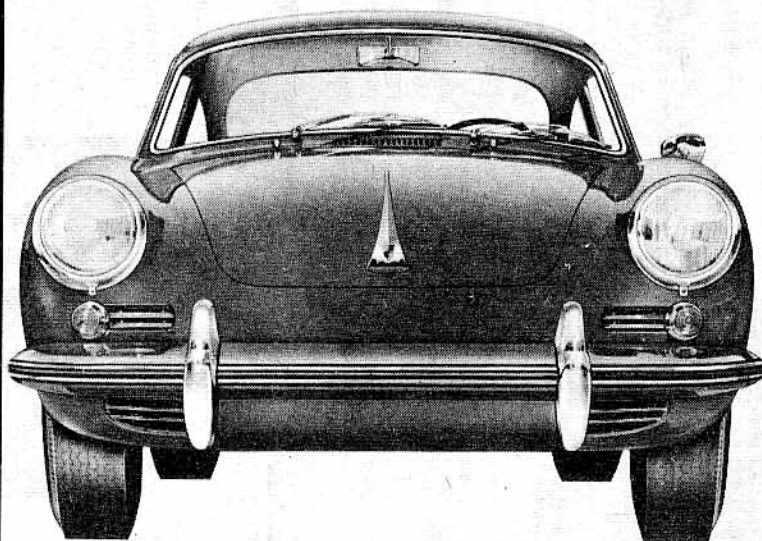
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**5-LAP CHAMPION GO-KART RACE**

**30 MIN. - A.F.M. CHAMPIONSHIP**  
**GRAND PRIX MOTORCYCLE RACE**

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